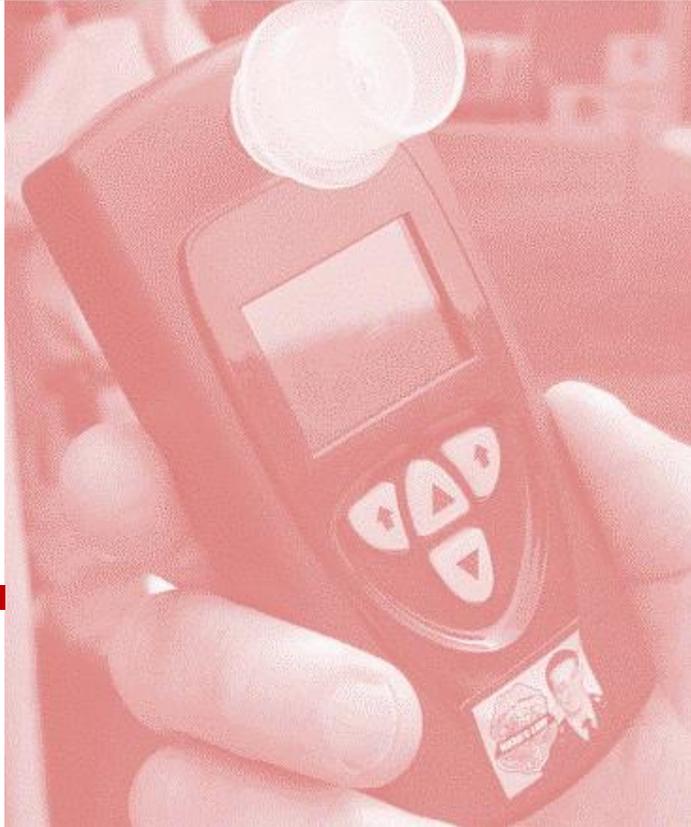




Maryland's Ignition Interlock Program

Status Report

February 2018



A Message from the Governor

Dear Fellow Marylanders:

Since the beginning of our administration, making Maryland safer has been our top priority. Over the last three years, we have made important progress in our fight to prevent impaired driving. Ignition interlock remains one of our most important tools to keep drunk drivers from getting behind the wheel and endangering themselves and others. With the implementation of Noah's Law in October 2016, we now have more drivers participating in Maryland's Ignition Interlock Program than ever before.

Still, too many Maryland families have been shattered and too many lives have been cut short due to the reckless actions of an impaired driver. Each year in Maryland, on average, one-third of all traffic fatalities involve an impaired driver. Meeting many of those families at our annual *Maryland Remembers* event inspired me to find more ways that we can work together to prevent this from happening to another family.

This status report provides an updated overview of impaired driving arrests and outlines how Maryland's Ignition Interlock Program is working to protect the lives of everyone who travels our streets and highways, helping us move toward our goal of having zero deaths on Maryland's roadways.

Working with Maryland law enforcement agencies, the Maryland court system, elected officials, and numerous local highway safety partners, we continue the fight to stop preventable deaths caused by drunk or drugged drivers. Together, we can change Maryland for the better.

Sincerely,

Larry Hogan

Governor



Larry Hogan
Governor



Introduction

Drunk and drug-impaired drivers cause irreparable harm to individuals, families, and communities across Maryland. From 2012 to 2016, on average, there were more than 7,200 impaired driving crashes each year, resulting in nearly 3,500 injuries and 156 fatalities in Maryland. This loss of life represents approximately one-third of all traffic fatalities in the state. To combat this problem, Maryland employs a comprehensive approach, defined in our Strategic Highway Safety Plan, that combines strict laws, license sanctions, a robust ignition interlock program, high-visibility law enforcement and outreach to the public.

Maryland's Ignition Interlock Program is an effective tool to help prevent the devastating consequences that can result when an impaired driver decides to get behind the wheel. Research continues to show that drivers who have ignition interlock devices installed are less likely to have a repeat drunk-driving offense while using ignition interlock than drunk drivers who do not have an interlock device installed.

In Fiscal Year (FY) 2017, Maryland's Ignition Interlock Program prevented more than 2,000 drivers from starting or operating a vehicle where the driver's blood alcohol concentration¹ (BAC) was greater than 0.08 grams of alcohol per deciliter of blood (g/dL) – the legal limit in Maryland. Ignition interlock continues to save lives by preventing impaired drivers from driving on Maryland roads.

The Drunk Driving Reduction Act of 2016, also known as Noah's Law, took effect in Maryland on October 1, 2016. Noah's Law makes Maryland's roadways safer by mandating ignition interlock for impaired drivers who are convicted of certain impaired driving offenses, by increasing administrative driver licensing sanctions and by making the requirements for completing assignments to the Ignition Interlock Program more stringent. The implementation of Noah's Law has resulted in increased participation in the Ignition Interlock Program, particularly among drivers opting into the program for the first time.

Impaired Driving in Maryland

An impaired driving arrest begins the process of evaluating, sanctioning, and monitoring drunk drivers. From 2012 to 2016, more than 113,000 impaired driving arrests were made in Maryland.

Maryland's impaired driving laws include driver licensing sanctions administered by the Maryland Department of Transportation Motor Vehicle Administration (MDOT MVA), and criminal sanctions that take effect following conviction or probation before judgment disposition by a court for criminal impaired driving offenses. The sanctions vary by chemical test result or refusal to submit to a chemical test, and whether the driver has committed prior impaired driving offenses.

¹ Blood/Breath Alcohol Concentration (BAC) is the amount of alcohol in a breath or blood sample. BAC is expressed as the weight of ethanol, in grams, in 100 milliliters of blood, or 210 liters of breath.

Before a chemical test is administered to a suspected impaired driver, the arresting officer advises the driver of their rights and advises them of the administrative sanctions that may result if their BAC is above the legal limit or if they refuse to submit to the chemical test.

A driver whose test results show a BAC that is 0.08 g/dL or higher is considered to be Driving Under the Influence (DUI) by law, or *per se*. According to Maryland State Police summary report data, shown in Table 1, more than one-third of drivers arrested in 2016 refused to submit to a chemical test, more than 80 percent of drivers tested had a BAC above the legal limit, and nearly 40 percent of drivers tested had a BAC of 0.15 g/dL or higher. If the driver's BAC is below the legal limit for a *per se* violation, they may still be charged with one or more impaired driving offenses, including driving while impaired (DWI), if there is other evidence of impairment. If convicted, drivers can face both criminal penalties, including fines and incarceration, and additional administrative driver license sanctions, including license suspension or revocation.

TABLE 1: IMPAIRED DRIVING ARREST ALCOHOL TESTING, CY 2012-2016

Testing for §21-902 (a) and (b) Offenses					
	2012	2013	2014	2015	2016
Drivers Offered Test	21,239	21,151	20,518	20,089	19,326
Drivers Tested	14,364	14,624	13,959	13,440	12,661
Drivers Refused Test	6,875	6,527	6,559	6,649	6,665
Refusal Rate	32.4%	30.9%	32.0%	33.1%	34.5%

Source: Compiled from Maryland State Police, Alcohol Influence and PBT Use Summary Reports

TABLE 2: BAC RESULTS OF DRIVERS TESTED BY PERCENT, CY 2012 - 2016

BAC Level (g/dL)	2012	2013	2014	2015	2016
<0.02 g/dL	7.9%	7.4%	7.9%	9.8%	10.7%
0.02 - 0.04 g/dL	2.8%	2.3%	2.4%	2.5%	2.5%
0.05 - 0.07 g/dL	6.4%	6.3%	6.5%	6.5%	6.2%
0.08 - 0.14 g/dL	43.3%	43.5%	43.4%	41.9%	41.6%
0.15 or More g/dL	39.6%	40.4%	39.9%	39.3%	39.0%

Source: Compiled from Maryland State Police, Alcohol Influence and PBT Use Summary Reports

Administrative Sanctions

If a driver refuses to submit to a chemical test, or tests above the legal limit, the arresting officer issues the driver an *Order of Suspension* for violating the terms of their licensure and sends a copy to MDOT MVA. On average, MDOT MVA receives approximately 20,000 Orders of Suspension each year. Table 3 summarizes the numbers of Orders of Suspension received by MDOT MVA between 2012 and 2016, by offense type and year.

TABLE 3: ORDERS OF SUSPENSION RECEIVED BY OFFENSE TYPE, CY 2012 - 2016

Offense Type		2012	2013	2014	2015	2016
Test Refusal*	First Offense	6,962	6,804	6,876	6,984	6,935
	Second or Subsequent Offense	1,721	1,665	1,673	1,731	1,722
0.08 - 0.14 g/dL BAC	First Offense	5,349	5,536	5,233	4,824	4,621
	Second or Subsequent Offense	959	971	857	893	814
0.15 g/dL BAC or Higher	First Offense	5,330	5,601	5,236	4,942	4,616
	Second or Subsequent Offense	429	527	487	513	422
Total Orders of Suspension Received		20,750	21,104	20,362	19,887	19,130

Source: MDOT MVA Document Imaging and Workflow System. *These test refusal figures represent all Orders of Suspension received by MDOT MVA from law enforcement agencies including, but not limited to, those reported to Maryland State Police, shown in Table 1;

The total number of Orders of Suspensions received by MDOT MVA decreased from 20,750 in 2012 to 19,130 in 2016. During this period, the number of Orders of Suspension issued for test refusals remained relatively unchanged. By contrast, comparing 2012 to 2016, the number of Orders of Suspension received for 0.08-0.14 g/dL BAC offenses and for first offenses for 0.15 g/dL or higher BAC test results decreased by approximately 14 percent.

As shown in Table 4, Noah's Law significantly increased license suspension periods for drivers who tested at or above 0.08 g/dL BAC or who refused the chemical test.

TABLE 4: CHANGES IN LICENSE SANCTIONS FOR ADMINISTRATIVE PER SE VIOLATIONS UNDER NOAH'S LAW

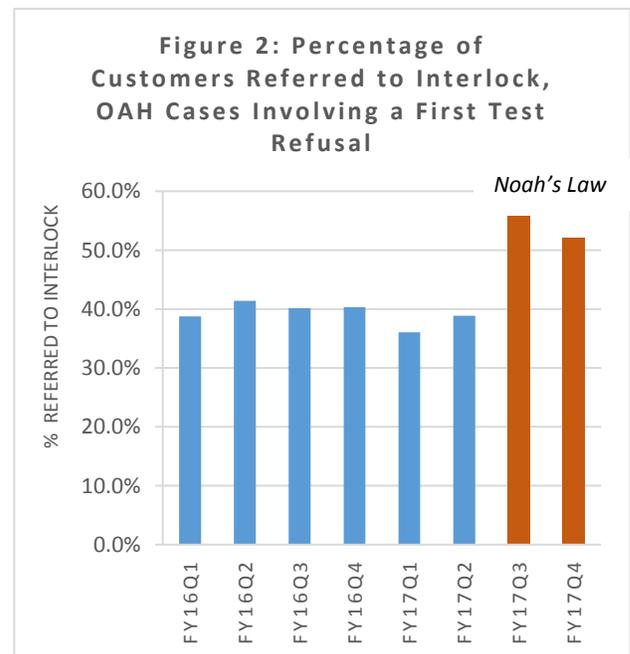
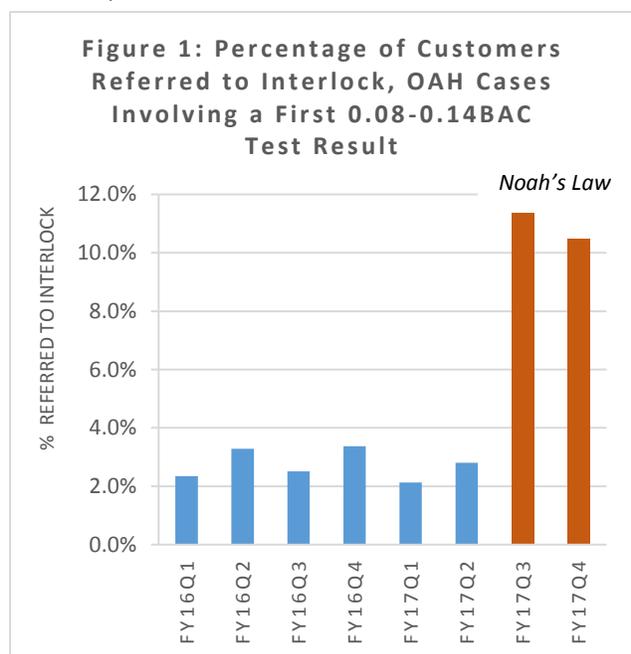
Offense	0.08 -0.14 g/dL BAC		0.15 g/dL BAC or More		Test Refusal	
	Prior Law	Noah's Law	Prior Law	Noah's Law	Prior Law	Noah's Law
First	45 Days	180 Days	90 Days	180 Days	120 Days	270 Days
Second or Subsequent	90 Days	180 Days	180 Days	270 Days	1 Year	2 Years

For violations occurring on or after October 1, 2016, the increased suspension periods provide additional incentive for drivers to participate in the Ignition Interlock Program voluntarily. If eligible², drivers may immediately opt-in to the Ignition Interlock Program rather than serve a longer driver license suspension or request an administrative hearing.

² Drivers whose licenses are suspended or revoked for other violations are not eligible to participate in the program.

A driver may request a hearing with the Office of Administrative Hearings (OAH) to contest the Order of Suspension or seek an alternative to a license suspension. At an OAH hearing, the possible outcomes depend on the nature of the offense. In cases where the driver had a BAC between 0.08 g/dL and 0.14 g/dL, the Administrative Law Judge may modify the driver license suspension to allow the offender to drive to work, school, alcohol treatment, and medical appointments with no requirement to install an ignition interlock device. Drivers who refused the chemical test or whose test result was 0.15 g/dL BAC or higher at the time of the arrest are not eligible for this type of restrictive license. For these drivers, the only suspension modification that is normally available is participation in the Ignition Interlock Program.

Figures 1 and 2 illustrate changes in the disposition of two types of OAH administrative per se hearings in fiscal years 2016 and 2017 before and after the implementation of Noah’s Law. In cases involving a first 0.08 – 0.14 g/dL BAC test result (Figure 1), which have the lowest interlock referral rate among all types of administrative per se cases, the percentage resulting in a referral to the Ignition Interlock Program increased more than twofold. The interlock referral rate also increased in cases involving a first test refusal (Figure 2), from at or below 40 percent before the implementation of the new law to more than 50 percent after the law took effect.



Citations and Court Dispositions

In the past five years, more than 309,000 impaired driving citations have been issued in Maryland. During one impaired driving arrest, an officer may issue citations under multiple sections of Maryland’s impaired driving law, in addition to citations for other moving violations. Table 5 shows the total number of arrests and citations received by the District Court of Maryland from 2012 to 2016. Overall, impaired driving arrests declined by approximately 13 percent and citations issued declined by approximately 15 percent from 2012 to 2016.

TABLE 5: IMPAIRED DRIVING ARRESTS AND §21-902 CITATIONS, CY 2012 - 2016

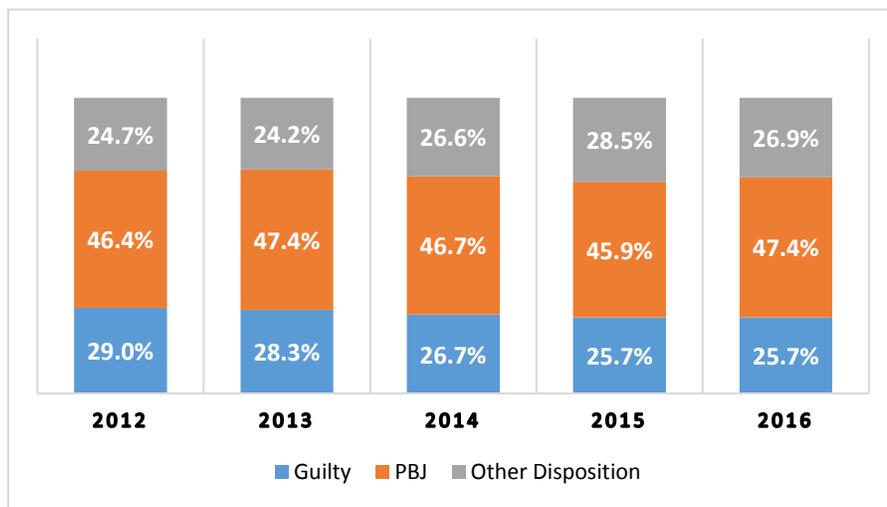
	2012	2013	2014	2015	2016	Total
Arrests	23,628	23,491	22,909	22,753	20,439	113,220
Citations	63,872	66,030	64,128	61,900	54,040	309,970

Source: National Study Center for Trauma and Emergency Medical Systems at the University of Maryland School of Medicine, based on District Court of Maryland Data. Includes updated 2015 data.

All impaired driving citations are “must appear” offenses; the driver does not have the option to pay a fine in lieu of appearing for a hearing in District Court. At a hearing, it is common for a driver to be found Guilty or receive a Probation Before Judgment (PBJ) for only one violation, while the other citations issued at the time of arrest, including other impaired driving citations, are not prosecuted.

To evaluate the outcome of a single arrest, the final disposition imposed for each citation issued are categorized by the most severe outcome among citations issued: Guilty; PBJ, or Other (dispositions that do not result in criminal or administrative sanctions, such as Not Guilty and Nolle Prosequi). Figure 3 illustrates case outcomes for all Transportation Article (TR) §21-902 Offenses with a disposition from 2012 through 2016.

FIGURE 3: PERCENTAGE OF GUILTY, PROBATION BEFORE JUDGMENT, AND OTHER DISPOSITIONS IN MARYLAND FOR ALL TR §21-902 OFFENSES COMBINED BY YEAR, CY 2012-2016



Source: National Study Center for Trauma and Emergency Medical Systems at the University of Maryland School of Medicine, based on District Court of Maryland Data. Includes updated 2015 data.

Table 6 shows case outcomes from 2012 to 2016 for each type of §21-902 violation by year.

TABLE 6: IMPAIRED DRIVING CITATION DISPOSITIONS BY OFFENSE TYPE AND YEAR, CY 2012-2016

	2012	2013	2014	2015	2016
§21-902(a) Driving Under the Influence of Alcohol					
Guilty	3,315	3,241	2,944	2,519	2,297
PBJ	5,447	5,625	5,215	4,442	4,410
Other Disposition	4,545	4,345	4,605	4,736	4,057
§21-902(b) Driving While Impaired by Alcohol					
Guilty	3,183	3,176	2,969	2,636	2,395
PBJ	5,176	5,398	5,368	5,010	4,624
Other Disposition	611	756	851	581	482
§21-902(c) Driving While Impaired by Drugs or Drugs and Alcohol					
Guilty	232	211	212	207	299
PBJ	232	227	237	252	288
Other Disposition	490	500	513	526	588
§21-902(d) Driving While Impaired by Controlled Dangerous Substance					
Guilty	120	144	97	110	130
PBJ	97	102	80	67	105
Other Disposition	180	201	225	223	219

Source: National Study Center for Trauma and Emergency Medical Systems at the University of Maryland School of Medicine, based on District Court of Maryland Data. Includes updated 2015 data.

Sanctions after Conviction

Drivers face both criminal sanctions, including fines and incarceration, and additional administrative licensing sanctions for convictions of impaired driving. Prior to October 1, 2016, only drivers convicted of a TR §21-902(a) violation within five years of a TR §21-902(a) or (d) violation were mandated to participate in the Ignition Interlock Program. Also, prior to October 1, 2016, drivers convicted of TR §21-902(a) with a high BAC and drivers convicted of TR §21-902(a) while under the age of 21 could only have their license suspensions modified if they agreed to participation in the Ignition Interlock Program.

New Mandates for Interlock under Noah’s Law

Noah’s Law expanded the mandates requiring participation in the Ignition Interlock Program for Maryland to include all drivers convicted of TR §21-902(a). It also mandates participation in the program for conviction for TR §21-902(b) and (c) violations, if the offense involved certain conditions, such as having refused the chemical test or while transporting a minor under the age of 16. Ignition Interlock Program participation is now also required for drivers who are convicted of homicide or life-threatening injury by motor vehicle while DUI or DWI. The law also mandates participation in the program for Maryland drivers convicted in other states of equivalent charges.

Drivers that are required to participate in the Ignition Interlock Program must successfully complete a program referral before becoming eligible for a non-interlock-restricted license. Drivers must participate in the program for a duration of six months if it is the first time the driver’s participation is



mandated. Referral lengths increase if the driver is required to participate in the program for a subsequent violation: one year for the second mandatory referral and three years for the third mandatory referral.

Maryland's Ignition Interlock Program

Maryland's Ignition Interlock Program, established in 1989 and managed by MDOT MVA, provides Maryland drivers with an alternative to license suspension or revocation and allows them to continue driving while reducing the likelihood they will drive impaired. Ignition interlock devices connect a motor vehicle's ignition system to a breath analyzer that measures a driver's breath alcohol level. The driver must blow into a mouthpiece connected to the device, allowing the device to capture a breath sample and calculate the driver's BAC. If a device detects a BAC greater than 0.025 g/dL, it will prevent the vehicle from starting. After a driver has passed this initial test and the car has been started, random rolling retests are required to be certain the driver has not consumed alcohol.

Ignition interlock devices installed in participants' vehicles store the results of breath tests and other data which is downloaded by the ignition interlock service provider when the driver brings the vehicle in for monthly service and calibration. MDOT MVA's computer systems review the data and identifies possible violations for the Ignition Interlock Program staff to review and take appropriate action. This automated process allows MDOT MVA to efficiently monitor participants and provide ongoing feedback to program violators.

Ignition interlock devices incorporate safeguards against circumvention of starting and retesting procedures. Attempts to bypass the device are recorded and marked as violations. One concern that has been raised about the program is that participants may attempt to start their interlock-equipped vehicle by having another person supply the required breath sample. To eliminate this possibility, MDOT MVA has worked with Maryland ignition interlock vendors to offer devices with integrated digital cameras. These devices store a digital image each time a breath sample is taken; these images are available for retrieval to confirm that the participant provided the required breath sample. Camera-equipped interlock devices are a valuable tool to prevent and investigate testing fraud and sanction violators.

Currently, there are seven service providers authorized to install and monitor ignition interlock devices in Maryland. All service providers must install a device for eligible participants within 10 days of a request and provide a toll-free 24-hour emergency response number for participants. The cost to install an ignition interlock device ranges from \$150 to \$200, depending on the provider. Average cost for monthly monitoring ranges from \$65 to \$90; these costs are comparable to fees charged by providers in other states.

Program Participation

Maryland's Ignition Interlock Program monitors thousands of participating drivers each year. The total number of drivers in the program fluctuates daily, as new drivers enter the program and others complete the program or are removed for noncompliance. To provide a consistent measure of program participation, the numbers of unique drivers with one or more active Ignition Interlock Program referrals

are tracked on a quarterly as well as annual basis, as shown in Table 7. It is significant to note that the percentage of drivers in the program increased 10 percent from FY 2016 to FY 2017, primarily due to the implementation of Noah’s Law.

TABLE 7: INTERLOCK PROGRAM PARTICIPATION, FY2016-2017

	Prior Law		Noah’s Law		All of Fiscal Year
	Q1 (Jul-Sep)	Q2 (Oct-Dec)	Q3 (Jan-Mar)	Q4 (Apr-Jun)	
FY2016	10,252	10,086	9,929	10,099	14,816
FY2017	10,049	10,304	10,889	11,802	16,289
% Change	-2%	+2%	+10%	+17%	+10%

Source: MDOT MVA Document Imaging and Workflow System

Program Referral Sources

Individuals are referred to the Ignition Interlock Program for a range of reasons – for administrative per se violations, as a result of an impaired driving conviction, or as a requirement of the reinstatement of driving privileges. Many drivers are referred to the program by more than one source, and it is common for drivers to have multiple referrals that are active at the same time. For example, a driver can have an active referral after opting into the program for an administrative per se offense and have another active referral arising from a conviction arising from the same incident.

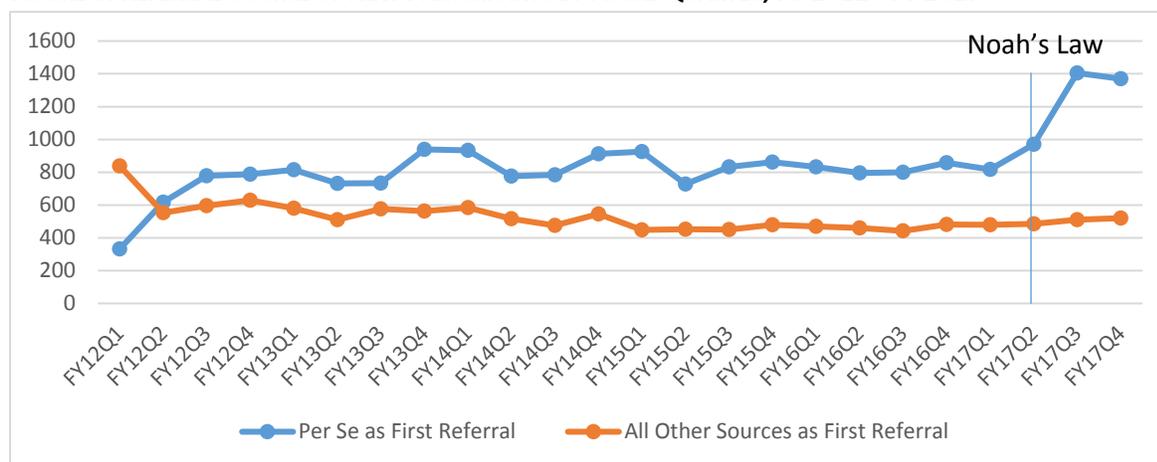
Administrative Per Se Program Referrals

A major change under Noah’s law was the significant strengthening of administrative suspensions for per se violations, making participating in the Ignition Interlock Program a more attractive alternative to serving a longer suspension period. Sanctions for per se violations take effect on the 46th day after the date of violation, unless the customer requests a hearing or opts into the Ignition Interlock Program. By contrast, on average, convictions for impaired driving offenses occur more than 200 days after arrest. Customers that opt in for a per se violation typically enter the program significantly sooner than if they enter only after a conviction.

Evaluating how customers first enter the Ignition Interlock Program provides insight into how changes under Noah’s Law influence their decision to participate in the program and when. In FY 2017, 6,579 drivers participated in the Ignition Interlock Program for the first time, up from 5,137 in FY 2016, an increase of more than 25 percent.

Figure 4 shows the levels of first-time participation, comparing per se referrals to referrals from all other sources (e.g. court referral or requirement of reinstatement) from FY 2012 to FY 2017. The number of first-time Ignition Interlock Program customers entered with a per se referral increased nearly 40 percent in FY 2017 over FY 2016 levels. The greatest increase during FY 2017 occurred after the implementation of Noah’s Law.

FIGURE 4: REFERRAL SOURCE OF NEW PARTICIPANTS BY FISCAL QUARTER, FY 2012 - FY 2017



Source: MDOT MVA Document Imaging and Workflow System

The increase in first-time per se referrals coincides with an overall increase in Ignition Interlock Program participation. The total number of program participants increased by 10 percent in FY 2017 to 16,289, up from 14,816 in FY 2016. These increases in participation occur during a period when the total number of Orders of Suspension received by MDOT MVA decreased, from 19,887 in FY 2016 to 19,130 in FY 2017.

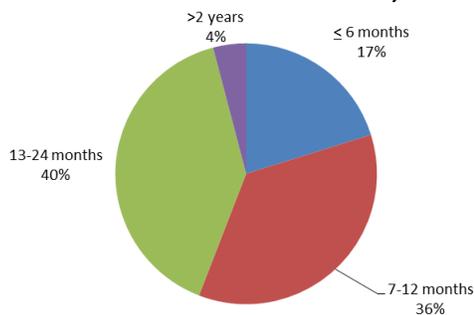
Post-Conviction Program Referrals

In addition to the increase in administrative per se sanctions, Noah’s Law expanded the mandates for program participation by convicted drunk drivers. The number of Ignition Interlock Program referrals letters sent to customers convicted of DUI doubled in the second half of FY 2017 following the implementation of Noah’s Law.

Length of Participation

Figure 5 shows the length of time participants were enrolled in the Ignition Interlock Program. More than half of the participants spent one year or less in the program. Forty-four percent of drivers were either assigned to the program for more than one year, or had their original assignment period extended beyond one year due to program violations or subsequent impaired driving offenses. Repeat offenders can be referred to the Ignition Interlock Program for terms of up to three years.

FIGURE 5: LENGTH OF COMPLETED IGNITION INTERLOCK ASSIGNMENTS, CY 2012 - 2016

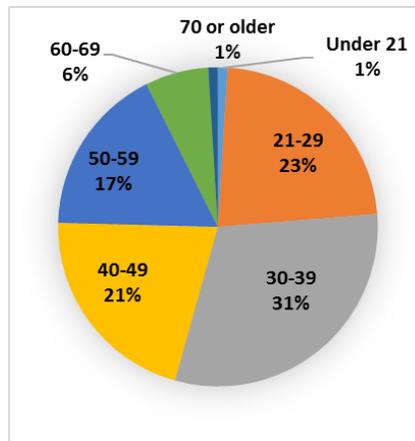


Source: MDOT MVA Document Imaging and Workflow System

Participant Demographics

More than half of the individuals who participated in the Ignition Interlock Program were between the ages of 21 and 39 and more than 90 percent of program participants were under the age of 60. Among all age categories, most participants were male. Individuals who are arrested and enrolled in the Ignition Interlock Program are more likely to be 30 years of age or older, compared to drivers who were arrested but who did not enroll in the program.

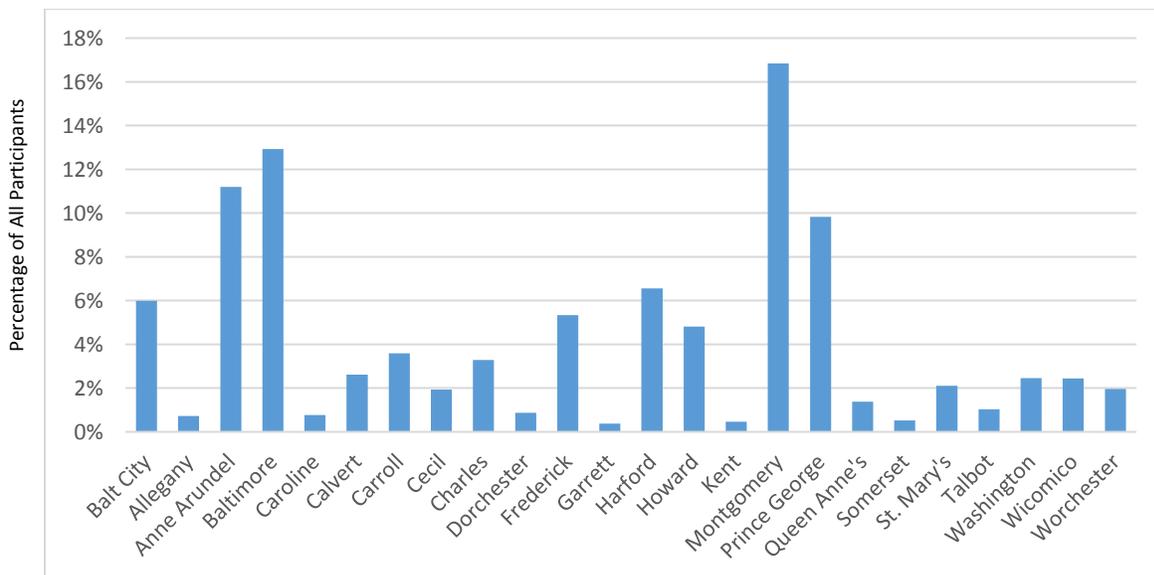
FIGURES 6: AGE OF INTERLOCK PARTICIPANTS, FY 2017



Source: MDOT MVA Document Imaging and Workflow System and Mainframe data

Figure 7 shows the jurisdiction of residence of Ignition Interlock Program participants. More than 50 percent of the participants in the program in FY 2017 resided in four counties: Anne Arundel, Baltimore, Montgomery, and Prince George's.

FIGURE 7: JURISDICTION OF RESIDENCE FOR IGNITION INTERLOCK PROGRAM PARTICIPANTS, FY 2017



Source: MDOT MVA Document Imaging and Workflow System

Participation Requirements

Once enrolled in the Ignition Interlock Program, drivers are required to report to their service provider every 30 days to have the ignition interlock device calibrated and so that data captured from the device can be downloaded. Failure to report for calibration and service, as required, can result in removal from the program and suspension of the driver's license.

Violations of the Ignition Interlock Program rules and requirements include, but are not limited to the following:

- Failure to have the ignition interlock device installed and obtain a Maryland driver's license restricted to the operation of vehicles equipped with an ignition interlock device;
- Failure to appear for the required monthly monitoring visit;
- Operating a motor vehicle not equipped with a functioning ignition interlock device approved for use in the program;
- Failure to abide by the terms and conditions of the service agreement with the ignition interlock service provider, including payment of all costs and fees associated with the program;
- Tampering with, bypassing, or otherwise removing or rendering inoperable the ignition interlock device, or allowing someone else to do the same;
- Attempting to start or operate the vehicle with BAC greater than 0.025 g/dL;
- Failure to submit to retests after starting the car; and
- Any license suspension or revocation imposed while participating in the program.

Consequences of Program Violations

Each time a driver has one or more violations during a monitoring period, after review by Ignition Interlock Program staff, they are notified and their participation period is extended by one month. If there is a fourth monitoring period with a violation, the driver is removed from the program and the original licensing sanction is imposed.

In FY 2017 1,293 drivers were removed from the Ignition Interlock Program for noncompliance. If a driver is removed from the program, they may re-enter the program for the duration initially assigned after a minimum suspension period of 30 days. In FY 2017, 478 drivers re-entered the program after having been removed for noncompliance.

The Ignition Interlock Program continues to stop customers from driving after consuming alcohol. In FY 2017, more than 7,000 drivers had ignition interlock violations where the breath sample was collected and the value was greater than 0.025 g/dL BAC, and more than 2,000 ignition drivers had violations where a breath sample was collected and the value was greater than 0.08 g/dL BAC. Each of these violations represents an individual attempting to drive after consuming alcohol and the ignition interlock device prevented the driver from starting or continuing to operate the vehicle.

Completing the Program

Under Noah's Law, a participant is considered to have successfully completed the program when MDOT MVA receives certification from the service provider that there were no violations in the final three months of their assignment. To successfully complete the program, participants may not have any of the following violations in the three months prior to completion:

- An attempt to start the vehicle with a BAC of 0.04 g/dL or more unless a subsequent test is performed within 10 minutes that registers a BAC lower than 0.04 g/dL;
- Failure to take or pass a random test with a BAC of 0.025 g/dL or lower unless a subsequent retest performed within 10 minutes registers a BAC lower than 0.025 g/dL; or
- Failure to appear at the approved service provider when required for maintenance, repair, calibration monitoring, inspection or replacement of the device causing the device to cease to function.

Any violations meeting these criteria in the last three months of an assignment extends the participation end date to three months from the date of the violation.

Once the driver has successfully completed the required participation period, including any extensions, the driver must bring their vehicle to their ignition interlock service center for a final data download. If no violations are noted, MDOT MVA mails a letter of successful completion to the driver. The driver can take this completion letter to any MDOT MVA branch office to receiving a new, unrestricted license; the driver can then have the ignition interlock device removed from their vehicle.

In FY 2017, 4,307 drivers successfully completed their assignments to the program.

Credit for Successful Completion

Under the provisions of Noah's Law, a driver can receive credit for successful participation in the Ignition Interlock Program for an administrative per se offense. If the driver is subsequently convicted of an impaired driving offense and, as a result, is required to participate in the Ignition Interlock Program, the driver receives credit for participation for the administrative per se offense, if they successfully completed their referral. This offers additional incentive for drivers to voluntarily participate in lieu of serving an administrative per se suspension. More than 1,200 Interlock customers have received credit for successful per se participation.

Post-Interlock Outcomes

Table 9 identifies the type and frequency of citations that were issued to Ignition Interlock Program participants (enrolled 2011 to 2016) after their exit from the program, either upon successful completion or for removal for noncompliance. The most common violations were for impaired driving, speeding and driving while suspended or revoked.

TABLE 9: MOST COMMON CITATIONS ISSUED AFTER EXITING THE IGNITION INTERLOCK PROGRAM (ENROLLEES FROM CY2011-2016)

Offense	Number of Citations Issued	Percentage of All Citations Issued
Impaired Driving	7,103	15.7%
Speeding	5,718	12.6%
Driving while Suspended or Revoked	4,707	10.4%
Red Light Violation	1,777	3.9%
Safety Belt Use	1,661	3.7%
Handheld Cell Phone	348	2.1%

The 7,103 impaired driving citations in Table 9 were issued during 2,742 arrests from 2011-2016. The timelines for those arrests are shown in Table 10. More than 38 percent of the arrests occurred in the first year after the driver exited the Ignition Interlock program. The majority of subsequent impaired driving arrests occurred more than one year after the participant exited the program.

TABLE 10: IMPAIRED DRIVING ARRESTS AFTER EXITING THE IGNITION INTERLOCK PROGRAM (ENROLLEES FROM CY2011-2016)

Impaired Arrests	2,742	
Impaired Citations Issued	7,103	
Time to Arrest	Frequency	Percentage
Less than 1 month (0-30 days)	66	2.4%
1-6 months (31-180 days)	464	16.9%
6-12 months (181-365 days)	530	19.3%
1-2 years (366-730 days)	796	29.0%
2-4 years	794	29.0%
4-6 years	92	3.4%
Source: National Study Center for Trauma and Emergency Medical Systems at the University of Maryland School of Medicine, based on District Court of Maryland Data. Includes updated 2015 data		



Conclusion

Maryland is making progress toward its goals of reducing the fatalities and serious injuries that result from impaired driving crashes. From 2012 to 2016, there were an average of 156 fatalities and 424 serious injuries related to impaired driving crashes in Maryland each year. These figures are lower than the 2011 to 2015 averages of 162 fatalities 455 serious injuries and continue a downward trend.

Impaired drivers continue to devastate the lives of innocent people and their families. However, the implementation of Noah's Law is having a measurable impact on Maryland's Ignition Interlock Program and is helping to keep the traveling public safer as a result. Ignition interlock continues to be one of Maryland's most important tools to keep known drunk drivers from getting behind the wheel. The introduction of ignition interlock devices with integrated cameras gives the Ignition Interlock Program another valuable tool to prevent tampering and fraud by drunk drivers.

Research continues to show that ignition interlock is effective in reducing the likelihood of subsequent drunk driving arrest and impaired driving crashes while ignition interlock is installed. However, once the ignition interlock device is removed, drivers are again at risk for repeated drunk driving. Maryland continues to identify and implement new and more effective means to combat impaired driving, especially by repeat offenders, to reduce the harm caused by these crimes on Maryland communities and families.